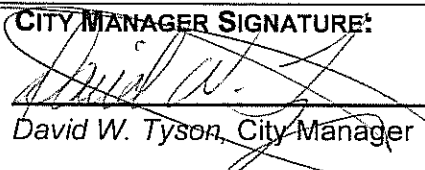


AGENDA SUMMARY

RE: ALTERNATIVE RAIL FEASIBILITY STUDY		FOR AGENDA DATE: JANUARY 17, 2012
		AGENDA ITEM NO.: 8
RECOMMENDATION: <ol style="list-style-type: none"> 1. The City Council approve Resolution 2012- ____ supporting the Humboldt Bay Alternative Rail Route Feasibility Study to evaluate an alternative (eastern) rail route to connect Humboldt Bay to the national rail network; and 2. To direct Staff to develop a mechanism to acquire funding and technical support to insure the success of the Humboldt Bay Alternative Rail Route Feasibility Study; and 3. To meet and coordinate with other jurisdictions along a conceptual route to insure the success of the <i>Humboldt Bay Alternative Rail Route Feasibility Study</i>. 		
SUMMARY OF THE ISSUE: <p>At the Council meeting of December 20, 2011, Council heard a presentation by several citizens that were speaking in favor of conducting a study to determine the feasibility of an alternative rail route connecting the port facilities in Humboldt Bay to the national rail system. The presenters explained that this so-called "east-west" route was not a new idea, but one that actually had its origins in the late 1800s. The "Humboldt and Eastern Railroad" was in the process of acquiring financing and obtaining easements to build a rail line from Humboldt Bay area to the Sacramento Valley when the 1906 San Francisco earthquake and fire made the competing north-south rail line necessary to supply materials to rebuild the City. Within a few years, the eastern route was shelved, but not before the route was scouted and mapped.</p> <p style="text-align: center;"><i>Continued page 2</i></p>		
FISCAL IMPACT: <p style="text-align: center;">None with the Recommended Action</p>		
CITY MANAGER SIGNATURE:  David W. Tyson, City Manager		
REVIEWED BY:	DATE:	INITIALS:
City Attorney	1-11-12	CDW
Council Action: <p>Ordinance No. _____ Resolution No. _____</p>		

SUMMARY *(continued)*

Presenters also noted the economic potential that rail service to Humboldt Bay may add to the local economy noting that there are 382 short line railroads in the US that service areas of high levels of economic activity. It was also noted that the average railroad job pays approximately \$104,000/year. Presenters pointed out that locally we haven't really looked at improving transportation infrastructure for a long time. The last real boom in rail, port and road building occurred 20-30 years ago. They pointed out that the Humboldt County area is challenged by its aging infrastructure.

From its inception, Eureka has been a water-dependent community and thus the City has a vested interest in developing infrastructure improvements that result in economic growth and sustainable job creation that utilize the harbor. Today, approximately 20 percent of the shoreline within City limits is dedicated to coastal dependent industrial uses. In addition, the City owns approximately 347 acres of underutilized coastal dependent industrial property near Fairhaven on Humboldt Bay's North Spit. This City property is in addition to approximately 600 more acres of underutilized port property in the entire harbor region of Humboldt Bay. Thirty to forty years ago, these properties employed thousands of Humboldt County residents. Today, those engaged in private sector marine-related jobs probably number in the hundreds. And yet, Humboldt County is home to one of only 11 deep water ports in California and the only one along a 400 mile stretch of Pacific coast; a rare and underutilized economic driver for our community.

It has been noted that one of the factors keeping the Port of Humboldt Bay from regaining its status as an economic engine and sustainable job-creator is the lack of rail service. The North Coast Railroad Authority (NCRA) has allowed the north-south Northwestern Pacific rail line to deteriorate and remain out of service for more than 10 years. This lost decade is full of examples of marine-related commercial-industrial businesses that showed great interest in locating on Humboldt Bay and providing jobs, only to move to some other port city where rail service is available. Reportedly, two recent missed opportunities have shown that our community lost approximately \$25 million per year of economic value because the shipping opportunities located elsewhere due to the lack of an active rail connection to Humboldt Bay.

With current examples of the economic potential of a rail line connecting Humboldt Bay to the national rail network and since it appears that NCRA will not be able to live up to their legislative mandate to maintain rail service along the entire Northwestern Pacific rail line in the foreseeable future, the City of Eureka has an opportunity to lead an effort to explore the feasibility of an alternate rail route to the east. Support for this study has also been voiced by several organizations including the Greater Eureka Chamber of Commerce; Building and Construction Trades Council of Humboldt and Del Norte Counties; Northwestern Pacific Railroad Company; Wiyot Tribe; Humboldt Redwood Company; International Longshore and Warehouse Union Local 14; Central Labor Council AFL-CIO of Humboldt and Del Norte Counties; Rail and Port Infrastructure Task Force; California Marine and Intermodal Transportation System Advisory Council; UpState California Economic Development Commission; and the City of Rio Dell.

RE: ALTERNATIVE RAIL FEASIBILITY STUDY	FOR AGENDA DATE: JAN. 17, 2012 AGENDA ITEM NO.: 8 <i>Page 3</i>
---	---

SUMMARY *(continued)*

As conceptually proposed, the purpose of the Humboldt Bay Alternative Rail Route Feasibility Study would be to analyze the concept of developing an east-west alternative rail route from the national rail system to Humboldt Bay that is roughly half of the distance (approximately 125 miles) as compared to the main line using the existing Northwestern Pacific Railroad's right-of-way. A new easterly route would likely connect Humboldt Bay to an existing Union Pacific main rail line just south of Red Bluff near Gerber, CA. This new route potentially involves a fraction of the tunnels, bridges and signaled crossings of the existing rail line.

Conceptually, the study would involve a literature review on the history of this route; identification of a proposed route from the analysis of no less than three possible routings; identification of land ownerships along the proposed route; a conceptual development plan that includes rail ownership/governance, preliminary engineering feasibility, highway connectors and any proposed modifications to improve highway/rail interface, estimated permitting needs, estimated environmental issues and potential mitigations and estimated development costs and timeline. An easterly route could also incorporate the Humboldt Bay Short Rail portion of the existing NCRA right-of-way from South Fork to Samoa.

The proponents of the Alternative Rail Route Feasibility Study believe that the economic potential of connecting Humboldt Bay to the national rail system is worthy of pursuing the Alternative Rail Route Feasibility Study to determine once and for all, what it would take to bring the historic Humboldt and Eastern rail concept back to life.

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EUREKA SUPPORTING THE
HUMBOLDT BAY ALTERNATIVE RAIL ROUTE FEASIBILITY STUDY**

WHEREAS, modern transportation infrastructure is salient to the future security and economic development of the Port of Humboldt Bay, Humboldt County and northern California; and

WHEREAS, the economic impact of an active rail connection from the national rail system to Humboldt Bay is quantifiable by two recent missed opportunities that resulted in approximately \$25 million per year of lost economic value to our community because the two shipping opportunities located elsewhere due to the lack of an active rail connection to Humboldt Bay; and

WHEREAS, it is not known when, or if, the North Coast Railroad Authority (NCRA) will ever restore rail service to Humboldt Bay; and

WHEREAS, a study analyzing an east-west alternative rail route connecting Humboldt Bay to the national rail system would provide valuable information on the feasibility of restoring rail service to Humboldt Bay; and

WHEREAS the *Humboldt Bay Alternative Rail Route Feasibility Study* has been conceptually proposed to analyze the concept of developing an east-west alternative rail route from the national rail system to Humboldt Bay; and

WHEREAS, a new easterly route would likely connect Humboldt Bay to the existing Union Pacific main rail line just south of Red Bluff near Gerber, CA; and

WHEREAS, this potential new route, at approximately 125 miles long, is roughly half of the length of the existing Northwestern Pacific rail line and involves a fraction of the tunnels, bridges and signaled crossings of the existing rail line; and

WHEREAS, the *Humboldt Bay Alternative Rail Route Feasibility Study* is proposed to include a literature review on the history of this route, identification of a proposed route along with alternatives, identification of land ownerships along the proposed route, a conceptual development plan that includes rail ownership and governance, preliminary engineering feasibility, highway connectors and any proposed modifications to improve highway/rail interface, estimated permitting needs, estimated environmental issues and mitigations, and estimated development costs and timeline; and

WHEREAS, an easterly route could incorporate the Humboldt Bay Short Rail portion of the existing NCRA right-of-way from South Fork to Samoa when it became operational; and

WHEREAS, exploring an alternative rail route would provide valuable information on transportation options for economic development, as well as establishing a reliable connection to areas outside the local community when natural disasters or other events isolate the Humboldt Bay region; and

WHEREAS, the proposed study would provide data for both our decision makers and for those wanting to make investments in the Humboldt Bay region; and

WHEREAS, due to the apparent economic potential of a rail line connecting Humboldt Bay to the national rail system and since it is unknown whether NCRA will be able to restore a rail connection to Humboldt Bay in the foreseeable future, the City of Eureka now has an opportunity to lead an effort to explore the feasibility of an alternate rail route to the east.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Eureka to support, as a public governing body, a feasibility study of an alternative (eastern) rail route to connect Humboldt Bay to the national rail system; and

Be it Further Resolved that the City of Eureka does hereby agree to develop a mechanism to acquire funding and technical support to insure the success of the *Humboldt Bay Alternative Rail Route Feasibility Study*; and

Be it Further Resolved that the City of Eureka does hereby agree to meet and coordinate with other jurisdictions along a conceptual route to insure the success of the *Humboldt Bay Alternative Rail Route Feasibility Study*.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Eureka in the County of Humboldt, State of California, on the 17th day of January, 2012 by the following vote:

AYES: COUNCILMEMBERS

NOES: COUNCILMEMBERS

ABSENT: COUNCILMEMBERS

ABSTAIN: COUNCILMEMBERS

Frank J. Jäger, Mayor of the City of Eureka

Attest:

Pamela J. Powell, City Clerk

Approved as to Administration:

Approved as to form:

David W. Tyson, City Manager

Cyndy Day-Wilson, City Attorney

Wiyot Tribe

December 12, 2011



Humboldt Bay Alternative Rail Route Study

The Wiyot Tribe has resolved to support the re-establishment of the rail connection to the National Rail Network with a preference for an eastern route in August of 2011.

The Wiyot Tribe has a keen interest in becoming active in port activities including ownership or lease of facilities for the purposes of mariculture both offshore and onshore, participation in short sea shipping, tourism and international trade. Given our track of entering into port activities within our ancestral territory, we believe that a connection to the National Rail Network will be necessary to establish a thriving business. This connection, coupled with mariculture, tourism and short sea shipping will provide the necessary components for the long term success of the local economy and the port facilities.

Our recent efforts have included developing relationships with national and international investors to support both our entry into the port facilities and the establishment of a short line tourist rail as well as a connection to the National Rail Network. Multiple investors have commented on the potential of the Port on Humboldt Bay, agreeing that the port becomes substantially more attractive as an investment opportunity with a connection to the National Rail Network.

These investors have requested that the region show public support for a large scale project that would provide this connection before they commit their capital. To be clear, there are multiple investors who will consider funding a rail connection on the scale on one billion dollars if they are given confidence that the project would be supported by the regional public agencies and facilitated by the regulatory bodies. Also to be clear, the Wiyot Tribe believes that both this rail connection and port development must be conducted in an environmentally sensible manner and that rail is more environmentally sensitive than our current, inefficient transportation systems. Under these parameters, we can flourish economically within a healthy and attractive environment; there is no need to choose one over another.

In this context and with deep respect, we believe that analyzing an east-west alternative rail route is an appropriate use for the approximately \$259,000 ISTEAF funds currently under consideration by the Humboldt Bay Harbor, Recreation and Conservation District.

Respectfully,

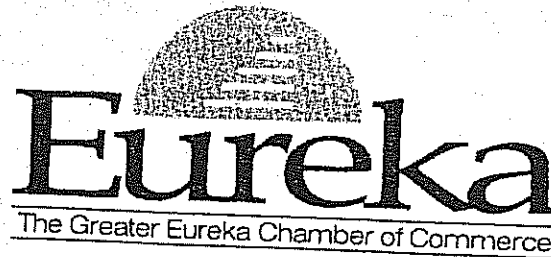
12/15/2011

X *Theodore Hernandez*

Theodore Hernandez

Chairman Wiyot Tribe

Signed by: Theodore Hernandez



SEND VIA EMAIL AND U.S. POSTAL SERVICE

December 6, 2011

Mr. Mike Wilson, President
Commissioners
Humboldt Bay Harbor, Recreation and Conservation District
P.O. Box 1030
Eureka, CA 95502

Attn: Ms. Patty Tyson, Interim Executive Officer

RE: LETTER OF SUPPORT – ALTERNATIVE RAIL STUDY

Dear President Wilson and Commissioners:

It is my understanding that the Commission is considering options for the use of available federal grant resources for proposed transportation projects. On behalf of the Board of Directors of the Greater Eureka Chamber of Commerce, I would like to encourage you to use the TEA-21 funds available to the Harbor District to fund a study that examines the feasibility of an alternative rail route (east-west). We recognize the significant economic potential of having an active railroad connecting the Port of Humboldt Bay to the rest of the nation. This study would represent an important component in determining the parameters that must be satisfied to consider pursuing such a rail connection.

We believe that analyzing an east-west alternative rail route connecting Humboldt Bay to the national rail network is an appropriate use for the approximately \$259,000 ISTEA funds currently under consideration by the District. Information on an alternative rail route could impact planning by local communities, the Port of Humboldt and the NCRA and its operator.

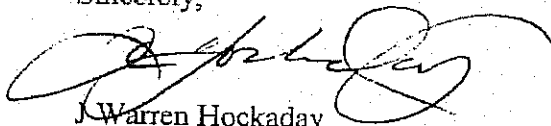
This new route potentially involves a fraction of the tunnels, bridges and signaled crossings of the existing rail line. Specifically, the study would involve a literature review on the history of this route; identification of the proposed route; identification of land ownerships along the proposed route; a conceptual development plan that includes rail ownership/governance, preliminary engineering feasibility, highway connectors and any proposed modifications to

Commissioner Mike Wilson – December 6, 2011 – page two

improve highway/rail interface, estimated permitting needs, estimated environmental issues and potential mitigation and estimated development costs and timelines.

I commend the Board of Commissioners for their proactive approach toward economic development and foresight to creatively use this grant funding opportunity by considering this proposed option. If you have any questions or would like to discuss this recommendation in greater detail, please feel free to contact me.

Sincerely,

A handwritten signature in dark ink, appearing to read 'J. Warren Hockaday', is written over the printed name.

J. Warren Hockaday
President/CEO

cc: Mr. Bill Bertain, RAPIT ✓

**Building and Construction Trades Council
of Humboldt and Del Norte Counties**

840 E Street, Suite 3, Eureka, California 95501

email: bctchdn@gmail.com Telephone: (707) 599-0899

December 11, 2011

Humboldt Bay Harbor, Recreation, and Conservation District

Patricia L. Tyson, Acting CEO

P.O. Box 1030

Eureka, California 95502-1030

ptyson@portofhumboldtbay.org

(707) 443-0801 phone

(707) 443-0800 fax

Commissioners Mike Wilson, Chair

Richard Marks

Pat Higgins

Aaron Neumann

Greg Dale

Re: Use of TEA -21 grant to: "Improve Highway and Freight Rail Access to Humboldt Bay."

Dear Commissioners,

The Building and Construction Trades Council of Humboldt and Del Norte County, represents organized labor in the construction industry surrounding Humboldt Bay.

1. We strongly encourage the Humboldt Bay Harbor, Recreation, and Conservation District to pursue any necessary access planning on the Redwood Marine Terminal (Berths 1 & 2) in house, utilizing existing staff independently or / in conjunction with any potential leaseholders and adjacent property owners and NOT UTILIZING TEA-21 funds for that purpose.

2. We urge you to PROCEED AS SOON AS POSSIBLE, so as not to jeopardize the \$257,997 dollars of earmarked Federal TEA-21 funds designated to improve highway and freight rail access to the Port of Humboldt, by authorizing a Humboldt Bay Alternative East -West Rail Route Feasibility Study, to a responsible, reputable consulting firm for a price not to exceed said funds.

The purpose of this study would be to analyze the concept of an alternate east-west alternative railroad route connecting the Port of Humboldt Bay to the national rail system close to Red Bluff.

The study would include identification of a proposed route, identification of land ownership and right of way issues, preliminary engineering feasibility, estimated permitting needs, environmental issues, possible mitigation, and a conceptual development plan, including estimated development costs and a timeline.

We are confident that any easements, ingress, and egress issues can be solved between the Harbor District staff and the adjacent property owners in a timely manner as warranted. Historically access was achieved and it is in the interest of all parties to work out any details regarding legal issues to mutual satisfaction without spending federal dollars that could be so valuable to a much broader access study.

It is our opinion that the TEA funding could provide the means for a real time feasibility study that will establish a clear direction for long-term Strategic Plan for the Port of Humboldt. A positive feasibility study would be monumental to bringing in capital investment to our bay area, which would eventually lead to small manufacturing, and good paying jobs with benefits, which will lead to building construction jobs in our community.

It is exciting to think of a private or public work project of this magnitude and the lifetimes of benefits it would bring to this community, and to think, it could be started under your leadership!

If it proves out that an east-west route is not feasible, then we still have a clear direction on developing a Strategic Plan that will fit the needs and limitations of our port.

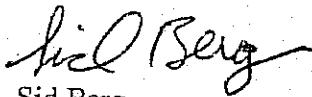
Either way, it will end the controversy of whether or not, a rail to the east was possible, and that we did everything in our power to find out!

We have lost millions of dollars of economic value to this community due to a lack of a railroad connection. We are in dire economic straits and without viable reliable transportation; we are an island, with few jobs.

John F. Kennedy set a goal to go to the moon in ten years and he succeeded! A railroad linking the Port of Humboldt to the nation is approximately 150 miles!

For the sake of future generations, let us at least see if it is possible!

Thank you for your consideration,



Sid Berg

Financial Secretary Treasurer,

Building & Construction Trades Council

NORTHWESTERN
PACIFIC
RAILROAD
COMPANY

December 12, 2011

Mike Wilson
Commissioner Division 3
Humboldt Bay Harbor
Recreation & Conservation District
601 Startare Drive
P.O. Box 1030
Eureka, CA 95502-1020

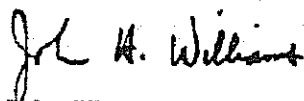
Dear Commissioner Wilson:

The Northwestern Pacific Railroad Company (NWP Co.) operates and is providing rail freight service on a 61-mile long portion of the NWP Co., between Windsor and Brazos Jct. (Lombard), CA. NWP Co. also holds options to operate the Eel River Block between Willits and South Fork and separately, the Humboldt Bay Block from South Fork to the Somoa/Arcata area.

As NCRA's designated contract operator, NWP Co. would like to express its support for the Humboldt Bay Alternative Rail Route Study which has been proposed be undertaken by the District. We understand that the purpose of this Study is to analyze the concept of developing an east-west alternative rail route that would connect Humboldt Bay to the national rail system in the area of Red Bluff, CA. It is NWP Co.'s opinion that such an alternative east-west rail route is an appropriate option to consider and that it should be evaluated at this time.

Thank you in advance for your consideration of this request. Please let me know if there are questions.

Sincerely,



John H. Williams
President

cc: Douglas H. Bosco
Christopher J. Neary
Mitch Stogner
Pete Oringer

206369.doc



Humboldt Redwood
COMPANY, LLC

Mike Jani
President
Humboldt Redwood Company, LLC

mjani@mendococounty.com

P.O. Box 712

125 Main Street

Scotia, CA 95565

(707) 764-4403

www.hrc LLC.com

December 14, 2011

Mr. Mike Wilson, President
And
Humboldt Bay Harbor Commissioners
Humboldt Bay Harbor Recreation and Conservation District
P.O. Box 1030
Eureka, CA. 95502

Attn: Ms Patty Tyson, Interim Executive Officer

RE: Letter of Support - Alternative Rail Study

Dear Mr. Wilson and Commissioners:

We understand that you are considering options for the use of available federal grant resources (TEA-21 funds) for proposed transportation projects and would encourage you to give the highest consideration and approval for the proposed study that examines the feasibility of an alternative East-West rail route. The access to rail is very important to the long term economic viability of Humboldt County and many of the businesses that reside here. Given the many known environmental challenges that the N-S line faces, a study that looks at possible alternative is an appropriate use for the ISTEA funds and it will help to inform many local and regional planning efforts.

As the forests of Humboldt County grow, landowners and forest product companies will need to be able to grow and expand as well to emerging markets well beyond the County line. Reliable rail service will become increasingly important in that effort. This study is an important step in that direction.

Sincerely

Michael E. Jani

Michael E. Jani
(707) 463-5114

Humboldt Bay HRCD

12/15/11

Re: Use of TEA-21 Grant Money

Dear Commissioners,

I am excited to hear we have some Federal grant money to study the feasibility of an East-West rail line option for moving freight to and from our port. This would put us in direct connection with an established major railroad network. This is the one thing lacking from making us a really attractive port for importing and exporting.

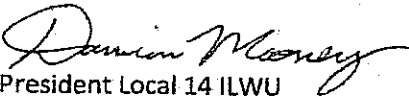
Unfortunately our county has had a major loss of living wage jobs over the last decade and our isolation is one of the reasons. This is our chance to change this. The road system out of here is always going to limit what we can do.

We are lucky to have one of the few natural deep water ports on the west coast. Before the latest economic downturn it was estimated that the major ports would reach capacity by 2015. This has obviously been delayed but the situation will come back as prosperity returns to the country and we need to be ready to meet these demands.

My Union supplies labor at our docks to load and unload ships. This is dangerous and highly skilled work. We pay good wages and benefits and have the expertise to handle all types of cargo. We are local and pay taxes here and spend money in the county. Our members own houses here, educate our children here, vote here and enjoy the outdoor opportunities provided by the bay and forests surrounding us. We do not want anything which may destroy our unique environment. This project seems to be an enhancement to our economic position without jeopardizing any of that. The Port of Eureka has been an industrial port for over 150 years. The harbor was the reason the city was founded here.

In the 1960's we had over 170 members in our local. We are now down to 17. We were down to 10 in 2003. The Pulp Mill kept us going. The return of log exports has helped us maintain a presence on the bay. With a rail link to a national system we could expand to at least 5 times that number. Every job we have expands 10 fold to other local businesses, i.e.: trucking, bar pilots, stevedores, motels, restaurants, stores, building inspectors, you name it. Our money goes a long way.

I urge you on behalf of the working people of Humboldt County to take this money and at least consider making this county once more an economically viable place to live.


President Local 14 ILWU

CENTRAL LABOR COUNCIL, AFL-CIO
of Humboldt and Del Norte Counties

840 E Street, Eureka, California 95501

December 14, 2011

Humboldt Bay Harbor, Recreation, and Conservation District

Patricia L. Tyson, Acting CEO

P.O. Box 1030

Eureka, California 95502-1030

ptyson@portofhumboltdbay.org

(707) 443-0801 phone

(707) 443-0800 fax

Commissioners Mike Wilson, Chair

Richard Marks

Pat Higgins

Aaron Neumann

Greg Dale

Re: Use of TEA -21 grant to: "Improve Highway and Freight Rail Access to Humboldt Bay."

Dear Commissioners,

The Central Labor Council, AFL-CIO of Humboldt and Del Norte County encompasses several private and public sector unions in Humboldt and Del Norte Counties representing hundreds of working men and women in this area. At our December monthly meeting, we voted to support the Building and Construction Trades Council letter requesting the consideration of using the Transportation Efficiency Act (TEA) funds for the purpose of an alternate railroad feasibility study.

1. PLEASE DO NOT UTILIZE TEA-21 funds to pursue access planning on the Redwood Marine Terminal (Berths 1 & 2.

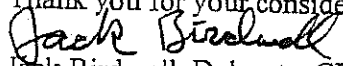
2. We urge you to INSTEAD, PROCEED AS SOON AS POSSIBLE, so as not to jeopardize the \$257,997 dollars of earmarked Federal TEA-21 funds designated to improve highway and freight rail access to the Port of Humboldt, by authorizing a Humboldt Bay Alternative East -West Rail Route Feasibility Study, to a responsible, reputable consulting firm for a price not to exceed said funds.

A positive feasibility study would bring in capital investment to our bay area, which would open the door to economic development, resulting in good paying jobs, which in turn would increase our local tax base to fund education and public services.

If it proves that an east-west route is not feasible, a long-term strategic plan can be established, reflecting our limitations of access.

PLEASE USE THE EARMARKED TEA - 21 FUNDS TO FINANCE AN EAST WEST ALTERNATE RAILROAD ROUTE FEASIBILITY STUDY.

Thank you for your consideration,


Jack Birdwell, Delegate, CLC



CALMITSAC

CALIFORNIA MARINE AND INTERMODAL
TRANSPORTATION SYSTEM
ADVISORY COUNCIL

December 8, 2011

Board of Commissioners
Humboldt Bay Harbor, Recreation and Conservation District
P.O. Box 1030
Eureka, CA 95502

RE: Support for Alternative Rail Study

Dear Commissioners,

The California Marine and Intermodal Transportation System Advisory Committee (CALMITSAC) was formed to foster development of a Marine Transportation System in California that is safe, secure, efficient, environmentally sound and capable of expanding to meet the demands of the global economy.

As one of the deep water ports in California, the Port of Humboldt Bay represents an important part of the State's Marine Transportation System as evidenced by your recent work on Marine Highway research and the resurgence of shipping activity. All the Ports in California have an active rail connection, except one, the Port of Humboldt Bay. This is why we are so pleased that the Board of Commissioners will be considering using TEA-21 funds to examine the feasibility of an alternative rail route that will connect to the Port to the rest of the nation. This is a significant endeavor and one which CALMITSAC wholeheartedly supports.

Therefore, on behalf of the CALMITSAC, I would like to encourage you to use the TEA-21 funds available to the Harbor District to fund a study to examine the feasibility of an alternative rail route. CALMITSAC is pleased to offer whatever assistance that we can to assist you in this important project.

Very Truly Yours,

Bob Dockendorff
Chair
CALMITSAC



Humboldt Redwood
COMPANY, LLC

Mike Jani
President
Humboldt Redwood Company, LLC
mjani@mendoco.com
P.O. Box 712
125 Main Street
Scotts, CA 95565
(707) 764-4403
www.hrcellc.com

December 14, 2011

Mr. Mike Wilson, President
And
Humboldt Bay Harbor Commissioners
Humboldt Bay Harbor Recreation and Conservation District
P.O. Box 1030
Eureka, CA. 95502

Attn: Ms Patty Tyson, Interim Executive Officer

RE: Letter of Support - Alternative Rail Study

Dear Mr. Wilson and Commissioners:

We understand that you are considering options for the use of available federal grant resources (TEA-21 funds) for proposed transportation projects and would encourage you to give the highest consideration and approval for the proposed study that examines the feasibility of an alternative East-West rail route. The access to rail is very important to the long term economic viability of Humboldt County and many of the businesses that reside here. Given the many known environmental challenges that the N-S line faces, a study that looks at possible alternative is an appropriate use for the ISTEA funds and it will help to inform many local and regional planning efforts.

As the forests of Humboldt County grow, landowners and forest product companies will need to be able to grow and expand as well to emerging markets well beyond the County line. Reliable rail service will become increasingly important in that effort. This study is an important step in that direction.

Sincerely

Michael E. Jani

Michael E. Jani
(707) 463-5114



December 6, 2011

To: Harbor District Board of Commissioners,

Upstate California Economic Development Council (Upstate), strongly encourages you to use the TEA-21 funds available to the Harbor District to fund a study to examine the feasibility of an alternative rail route (the east-west line). The concept of developing an east-west alternative rail route from the national rail system to Humboldt Bay could greatly enhance our competitive advantage to support new and existing business.

Upstate recognizes the great economic potential of having an active railroad connecting the Port of Humboldt Bay to the rest of the nation and more specifically connecting California's northern 22 counties to the Pacific coast. This study is a necessary component in determining the parameters that must be met to establish such a rail connection.

Furthermore, Upstate California Economic Development Council will assist the port by providing contacts, data, and testimony for the project. On behalf of Upstate's 20 county members region, we commend the Board of Commissioners for their proactive approach toward economic development and foresight to creatively use this grant funding opportunity by considering this project. If you have any questions or would like to discuss this further, please feel free to contact me at: (530) 528-1397.

Best Regards,

Alison O'Sullivan
General Manager

Upstate California Economic
Development Council
21880 Parkway Dr.
Red Bluff, CA 96080
(866) 726-4332
www.upstatecalifornia.com



CALMITSAC
CALIFORNIA MARINE AND INTERMODAL
TRANSPORTATION SYSTEM
ADVISORY COUNCIL

December 8, 2011

Board of Commissioners
Humboldt Bay Harbor, Recreation and Conservation District
P.O. Box 1030
Eureka, CA 95502

RE: Support for Alternative Rail Study

Dear Commissioners,

The California Marine and Intermodal Transportation System Advisory Committee (CALMITSAC) was formed to foster development of a Marine Transportation System in California that is safe, secure, efficient, environmentally sound and capable of expanding to meet the demands of the global economy.

As one of the deep water ports in California, the Port of Humboldt Bay represents an important part of the State's Marine Transportation System as evidenced by your recent work on Marine Highway research and the resurgence of shipping activity. All the Ports in California have an active rail connection, except one, the Port of Humboldt Bay. This is why we are so pleased that the Board of Commissioners will be considering using TEA-21 funds to examine the feasibility of an alternative rail route that will connect to the Port to the rest of the nation. This is a significant endeavor and one which CALMITSAC wholeheartedly supports.

Therefore, on behalf of the CALMITSAC, I would like to encourage you to use the TEA-21 funds available to the Harbor District to fund a study to examine the feasibility of an alternative rail route. CALMITSAC is pleased to offer whatever assistance that we can to assist you in this important project.

Very Truly Yours,

Bob Dockendorff
Chair
CALMITSAC